

ARMY PROGRAMS

Family of Medium Tactical Vehicles (FMTV)

The Family of Medium Tactical Vehicles (FMTV) is a family of 2.5-ton and 5-ton vehicles and trailers based on a common truck cab, chassis, and internal components. The components are primarily non-developmental items configured for rugged tactical environments. The light-medium tactical vehicles are 2.5-ton payload capacity models consisting of cargo, airdrop cargo, and van variants. The medium tactical vehicles are 5-ton payload capacity models consisting of cargo (with and without material handling crane), long wheel base cargo (with and without material handling crane), airdrop cargo, tractor, wrecker, dump, and airdrop dump variants. Designed and tested, but not yet in production, is the 5-ton expandable van. Also designed, but not yet tested, is a load handling system truck and trailer intended to self-load and transport containerized and palletized cargo weighing up to seven tons. The first 11,000 of the trucks produced were designated the A0. The Army approved an anti-lock braking system, integrated data bus, and an Environmental Protection Agency 1999 compliant engine for vehicles now being produced (8,000 vehicles) as model A1. At present the Army is conducting full and open competition for the next production series (14,000 vehicles) with an EPA 2004 compliant engine and other changes. The Army has a total acquisition objective of 83,000 trucks and 10,000 trailers.

The Army made the full-rate production decision for the A0 trucks in August 1995. The contract is being re-competed in a two-phased program called the FMTV Competitive Rebuy. The first phase, a competitive downselect from two competitors to one, will take place in March 2003. The second phase is a multi-year production contract to be awarded in 2003 with first unit equipped scheduled for FY05.

Operational testing was conducted at Ft. Bragg, North Carolina, in three phases. Phase I, September-December 1993, was terminated for poor demonstrated reliability. Phase II, conducted June-November 1994, was interrupted and cancelled when the soldiers of the test unit deployed to Haiti. Phase III, conducted April-July 1995, was the basis of the DOT&E Beyond Low-Rate Initial Production report.

DOT&E approved the current Test and Evaluation Master Plan (TEMP) on April 16, 2002. This TEMP requires a Limited User Test in FY05 of the load handling system variant and the Competitive Rebuy variants.

TEST & EVALUATION ACTIVITY

During the past year follow-on production testing to verify the performance and quality of current production A1 vehicles was completed. Other testing completed this past year included Government testing to verify performance, reliability, maintainability, and conformance to the technical data package of the upgraded A1 vehicles submitted by the two Competitive Rebuy contractors.

Production qualification testing to demonstrate performance and reliability of the Load Handling System (LHS) truck and trailer had been expected to start this year but is awaiting approval of the changed Joint Service Operational Requirement, the first mention of LHS.

At DOT&E's suggestion, the Army Research Laboratory Survivability and Lethality Analysis Directorate undertook a vulnerability reduction analysis of FMTV, which was finished this year.



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TEST & EVALUATION ASSESSMENT

Based on prior year operational test and evaluation and current production testing, the FMTV trucks being produced continue to be effective and suitable.

The preliminary results of the vulnerability reduction analysis indicate that approximately 50 percent of the side-on and frontal presented areas are vulnerable to small arms projectiles as well as artillery and mine fragments. If all vulnerability reduction measures described in the report were incorporated, vulnerability would be cut roughly in half, mostly due to gains in tire, fuel, and crew survivability. All significant improvements have considerable weight, dollar, and maintenance penalties.